IN THE CLAIMS:

The text of all pending claims, (including withdrawn claims) is set forth below. Cancelled and not entered claims are indicated with claim number and status only. The claims as listed below show added text with underlining and deleted text with ~~strikethrough~~. When strikethrough cannot easily be perceived, or when five or fewer characters are deleted, [[double brackets]] are used to show the deletion. The status of each claim is indicated with one of (original), (currently amended), (cancelled), (withdrawn), (new), (previously presented), or (not entered). Please AMEND claims 1 and 2, and ADD new claim 5 in accordance with the following:

1. (CURRENTLY AMENDED) An exhaust gas purifying equipment for a diesel engine, comprising:

a first continuous regeneration type diesel particulate filter disposed in an exhaust passage of an engine~~,~~;

a bypass passage bypassing the exhaust passage at the upstream of the first continuous regeneration type diesel particulate filter~~,~~;

a second continuous regeneration type diesel particulate filter disposed in the bypass passage~~,~~;

a switching valve for switching the flow path of an exhaust gas disposed in said exhaust passage between the bypass passages~~,~~;

~~an~~ exhaust temperature raising means for raising the exhaust temperature of the engine~~,~~;

~~an~~ exhaust temperature area detection means for detecting the exhaust temperature area of the engine~~,~~; and

~~a~~ control means for controlling the exhaust temperature raising means and the switching valve in correspondence to the exhaust temperature area of the engine detected by the exhaust temperature area detection means,

~~wherein~~ the control means ~~operates~~ operating the exhaust temperature raising means, ~~executes~~ executing a post-injection, and furthermore ~~controls~~ controlling the switching valve so that the exhaust gas passes through the second continuous regeneration type diesel particulate filter, in the case where the exhaust temperature area of the engine detected by the exhaust temperature area detection means is an extremely low temperature area of which the exhaust temperature is lower than that of a predetermined temperature area,

wherein the second continuous regeneration type DPF has a capacity which is composed smaller than that of the first continuous regeneration type DPF and the second continuous regeneration type DPF is disposed substantially just downstream of the exhaust manifold.

2. (CURRENTLY AMENDED) The exhaust gas purifying equipment for the diesel engine in claim 1,

wherein the control means operates the exhaust temperature raising means and at the same time, without executing the post-injection control, controls the switching valve so that the exhaust gas passes through the second continuous regeneration type diesel particulate filter, in the case where the exhaust temperature area of the engine detected by the exhaust temperature area detection means is in the low temperature area, but in the area of which the exhaust temperature is higher than that of the extremely low temperature area.

3. (PREVIOUSLY PRESENTED) The exhaust gas purifying equipment for a diesel engine in claim 1,

wherein the post-injection is performed in the range of 80° BTDC to 120° BTDC.

4. (PREVIOUSLY PRESENTED) The exhaust gas purifying equipment for a diesel engine in claim 1,

wherein the post-injection quantity is set to 10% to 20% of the main injection quantity.

5. (NEW) An exhaust gas purifying equipment for an engine comprising:

a first filter disposed in an exhaust passage of the engine;

a second filter disposed in a bypass passage upstream of the first filter;

a detector detecting the exhaust temperature area of the engine;

a switching valve; and

a controller controlling an exhaust temperature and the switching valve in correspondence to the exhaust temperature area of the engine detected by the detector,

the controller executing a post-injection, and furthermore controlling the switching valve so that the exhaust gas passes through the second filter, in the case where the exhaust temperature area of the engine detected by the detector is an extremely low temperature area of which the exhaust temperature is lower than that of a predetermined temperature area,

wherein the second filter has a capacity which is smaller than that of the first filter, and the second filter is disposed downstream of the exhaust manifold.